

United States Department of the Interior
National Park Service

SENT TO D.O.

4-6-98

National Register of Historic Places
Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Cemetery Road Bridge

other names/site number Candlewood Drive Bridge

2. Location

street & number Candlewood Drive within Glendale Cemetery not for publication

city or town Washington vicinity

state Illinois code IL county Tazewell code 179 zip code 61571

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)

William L. Wheeler / SHPO 4-1-98
Signature of certifying official/Title Date

Illinois Historic Preservation Agency
State of Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of certifying official/Title Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is: Signature of the Keeper Date of Action

entered in the National Register.
 See continuation sheet.

determined eligible for the National Register
 See continuation sheet.

determined not eligible for the National Register.

removed from the National Register.

other, (explain): _____

Cemetery Road Bridge
Name of Property

Tazewell County, Illinois
County and State

5. Classification

Ownership of Property
(Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property
(Check only one box)

- building(s)
- district
- site
- structure
- object

Number of Resources within Property
(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
0	0	buildings
0	0	sites
1	0	structures
0	0	objects
1	0	Total

Number of contributing resources previously listed in the National Register

N/A

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing.)

N/A

6. Function or Use

Historic Functions
(Enter categories from instructions)

Transportation/Road-Related (Vehicular)

Current Functions
(Enter categories from instructions)

Transportation/Road-Related (Vehicular)

7. Description

Architectural Classification
(Enter categories from instructions)

Other: Stone double-arch bridge

Materials
(Enter categories from instructions)

foundation N/A
walls N/A
roof N/A
other Limestone

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

Cemetery Road Bridge

Name of Property

Tazewell County, Illinois

County and State

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B Property is associated with the lives of persons significant in our past.
- C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- A owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance

(Enter categories from instructions)

Engineering

Period of Significance

1894

Significant Dates

1894

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Rickman, Frederick, Engineer

Habluetzel, Jacob, Builder

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository:

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 7 Page 1

Cemetery Road Bridge

DESCRIPTION

The Cemetery Road Bridge was constructed on Cemetery Road in 1894, and is in Washington, Illinois. Washington is located approximately 8 miles east of Peoria in Northern Tazewell County. The bridge crosses the south branch of Farm Creek and separates the oldest portion of Glendale Cemetery from the rest of the cemetery. Glendale Cemetery is located southwest of downtown Washington. The bridge is surrounded on the east and west by Glendale Cemetery and Candlewood Drive Park is adjacent to the northeast. The area immediately surrounding the cemetery is wooded with a private residence located to the southeast of the bridge. The Illinois Department of Transportation Structure Number for this bridge is 090-6008.

This 27-foot structure with a 22.5-foot bridge length consists of a stone double arch and is single lane (12.5 feet wide) from a 17 foot wide, two-way approach road. The deck width is 15 feet. The parapet walls are 12 inch thick stone blocks, 17-1/2 inches high including an 8 inch high stone cap, 18 inches wide. There is no approach guardrail on either end of the bridge. The barrel arches are 15 feet in height from the waterline. The length of the east span is 10 feet; the length of the west span is 9 feet 10 inches. The bridge lays east and west.

The main span material is mortared limestone masonry with a 2 foot \pm filled spandrel. The square-cut ashlar stone is set in regular courses. The roadway surface is 6 inch thick bituminous overlay over dirt and rubble fill ranging from 9 inches to 42 inches in depth down to the stone arches.

The two arches are barrel shape with wedge shaped voussoirs. The arch does not have a keystone but voussoirs continue into the center pier.

The intrados or underside of the arch is about 15 feet in length and has the same overlapping stone construction as found on the face of the bridge.

The wing walls are skewed and flared out 45 degrees about 10 feet on all four sides of the bridge. Again the stone is laid with overlapping joints. The spandrel wall meets the wing wall at mid arch. This spandrel wall continues up to be a parapet wall that rises above the roadway 17-1/2 inches and serves as a railing.

The stone is well defined and precisely cut and laid. Corner stones are sharply cut to fit the skewed wing walls. The voussoirs of each arch are wedge shaped and uniform. The pier on the upstream (south) side has an abutment that protrudes out into the water. The abutment tapers up to the springline of the arch. Presently this abutment is in need of repair. The pier on the downstream (north) side does not have an abutment.

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Cemetery Road Bridge

Two railroad rails, running north to south, still exist in the bridge. See north and south Elevations. These were probably part of the wood framework or centering constructed to support the stones until they were placed and the mortar cured. The rails were possibly used to keep the framework in place dimensionally. At any rate, they were left in the bridge.

There has been a partial collapse of two stone blocks which fell from the north parapet wall into the creek below. The cap block on this portion of the north parapet has also fallen.

There is also a missing cap block on the south parapet wall.

The total cost of construction was \$509.44 (1, 2, 3). The structural and historical integrity of the bridge has been preserved. It currently has been blocked from vehicular use pending restoration repairs.

STATEMENT OF SIGNIFICANCE

Under Criterion C, the Cemetery Road Bridge is significant in the area of engineering on a local level as an excellent and well-preserved example of a double stone arch bridge. With its barrel arches, wing walls, and spandrel, this is an excellent example of stone arch engineering in the late 1800's. Bridges were built of stone for their low upkeep and durability.

The significance of this bridge on a local level is apparent when compared to other stone bridges in the area. Only one other two arch stone bridge, carrying an abandoned railroad over a road and a waterway, has been located in Hopedale Township in Tazewell County. In this bridge, built in 1889, the structural integrity has been compromised with the installation of corrugated steel arches in the intrados of each arch. The corrugated steel arches are resting on a 4 foot high poured concrete foundation placed at the base of the piers. This work may have been done in the 1930's. This bridge is on Town Hall Road near Hopedale, Illinois, about twenty miles from Washington.

Along Route 89 approximately three miles north of Metamora is a single arch bridge of stone that spans a drainage ditch about five feet wide. The bridge was for a railroad now abandoned. Metamora is seven miles from Washington.

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Cemetery Road Bridge

Three types of stone construction are listed in Delaware Historic Bridges Survey and Evaluation, published for the Delaware Department of Transportation. They are rubble-stone, squared-stone, and ashlar. Ashlar stones are squared and then tooled to a more refined finish (4). This bridge has square sharp joints with ashlar or a running bond. Some of the stones have the drill lines from the quarry.

Certain terminology is used to describe stone arch bridge construction. The arch ring carries the load and distributes the load. The ring is made up of voussoirs which are blocks which make up the arch. The inner curve or face of an arch forming the concave underside is called the intrados. The exterior curve of the visible face of the arch is called the extrados. The walls built upon the arch are called the spandrels. The parts of the walls that extend above the roadway are called the parapet. The walls above the roadway but not over the arch are called wing walls.

It is not known where the stone for the Cemetery Road Bridge was quarried.

The mortar used in the laying of the stones is composed of a mixture of lime from limestone, sand, and water (5). This mortar prevents water from entering between the stones and to keep the stones from moving. The rocks should be free of minor cracks and should be capable of being easily shaped by the stone masons for proper fit.

Bridge construction begins with the building of a framework to support the stones while the mortar is drying. In the case of Cemetery Road Bridge, part of this framework included two railroad rails, one at the centerline of each arch running from the south face to the north face of the bridge.

The last step is to place large stones on top of the wall forming the parapet. Cemetery Road Bridge has cap blocks placed on top of each parapet wall. After all the mortar is set, the temporary wood frame is removed. The two railroad rails used as part of the temporary support during construction were left in place in the Cemetery Road Bridge.

The structural significance is apparent when compared to other stone bridges in the area. Two other stone arch bridges exist in the area - one bridge has a steel and concrete lined tube that carries the water through the bridge and the other is a small stone arch bridge at a drainage ditch. Cemetery Road Bridge has original stone arches that support the roadway.

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Cemetery Road Bridge

Thus, what was structurally developed by the Romans for their bridges is found in the structure of this bridge.

HISTORY

The period of significance is derived from the original construction date of the bridge. On August 26, 1893, the City Council of the City of Washington, Illinois, passed a resolution "that the committee on cemetery be instructed to purchase four car loads of block rubble stone, and such other material for the sub-structure and super-structure for the bridge across the creek on the new street leading to the cemetery, and make such other arrangements as are necessary for the erection and the completion of the same" (6). City records indicate that F. Rickman was paid the sum of \$7.50 for "drawing plan & specification for 2 arch bridge" on October 3, 1893 (7).

Frederick Rickman was born in Prussia, Germany, in 1834 and emigrated with his parents to America in 1854, stopping one year in Canada, thence to Spring Bay, and after a few years moved to Peoria. He then moved to Washington, Illinois, in 1855 and engaged in wagon making until, as a carpenter-contractor, he became a member of the firm Harrington and Rickman (8). The firm was later dissolved when Rickman became known as one of Washington's best builders. From time to time he served as alderman and as city engineer, he was instrumental in seeing that Washington's first pavement improvement was begun correctly (9).

On June 9, 1894, the City Council passed a resolution instructing the Street and Bridge Committee "to solicit and receive bids for the mason work for a bridge consisting of two arches across the South branch of farm creek at the point where said creek intersects the new street to the Washington Cemetery, said arches to be constructed and erected according to the plan submitted by F. Rickman to the City Council in the fall of 1893. The space between the walls of said arches to be ten feet in the clear. The bids above mentioned may be for the doing of the mason work by the day or by the job or both said Committee to act promptly" (10). On July 3, 1894, payment was authorized in the amount of \$80.00 to Thomas Nevin for block rubble stone and freight on same. On this same day payment was authorized to Jacob Habluetzel in the amount of \$50.00 for part payment of mason work on arch bridge on new road to Cemetery and \$5.50 for labor on arches for stone bridge (11). On August 7, 1894 an additional payment in the amount of \$201.44 was made to Thomas Nevin for stone for arch bridge (12). On this same date payment in the amount of \$165.00 to Jacob Habluetzel was authorized for balance due for stone mason work on arch bridge on the new road to the cemetery when said bridge is completed (13).

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Cemetery Road Bridge

ENDNOTES

1. Official Minutes of Meeting of City Council of the City of Washington, Illinois, August 26, 1893, p. 498.
2. Minutes, p. 545.
3. Minutes, p. 549.
4. Davis, John T., Director, Delaware Historic Bridges Survey and Evaluation, pg. 13, P. A. C. Spero & Co., Baltimore, Maryland, 1991.
5. Nickey, J. M. The Stoneworker's Bible, pg. 80, Tab Books, Blue Ridge Summit, Pennsylvania, 1979.
6. Minutes, p. 492.
7. Minutes, p. 498.
8. History of Tazewell County, Illinois, Chicago, Illinois: Chas. C. Chapman & Co., 1879, p. 695.
9. Paul R. Goddard and Theo Roehm, Picturesque Washington, Illinois, 1906.
10. Minutes, p. 541.
11. Minutes, p. 545.
12. Minutes, p. 549.
13. Minutes, p. 549.

BIBLIOGRAPHY

1. Davis, John T., Director, Delaware Historic Bridges Survey and Evaluation, P. A. C. Spero & Co., Baltimore, Maryland, 1991.
2. Goddard, Paul R. and Roehm, Theo, Picturesque Washington, Illinois, 1906.
3. History of Tazewell County, Illinois, Chicago, Illinois: Chas. C. Chapman & Co., 1879

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Cemetery Road Bridge

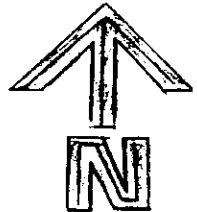
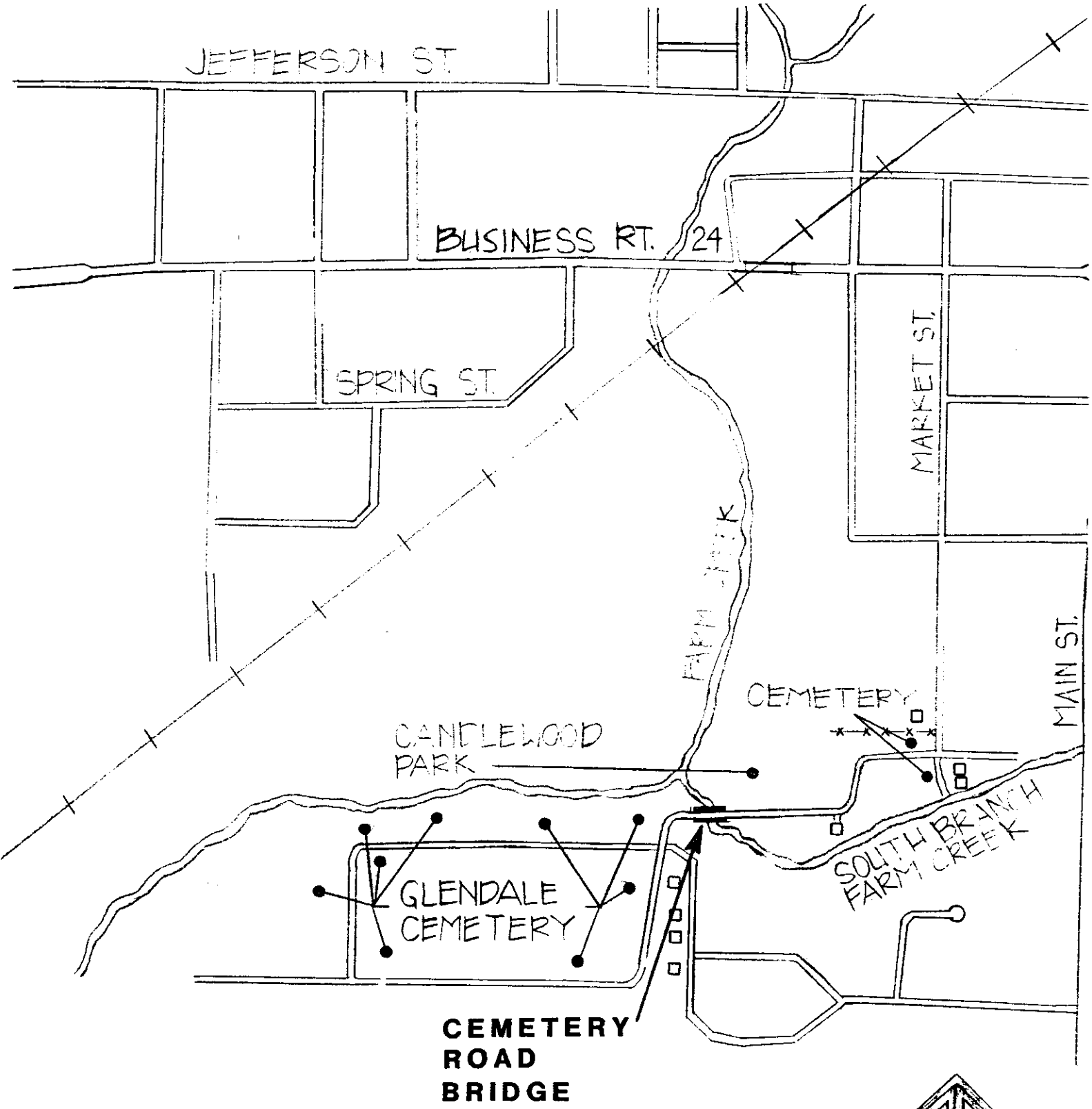
4. Nickey, J. M. The Stoneworker's Bible, Tab Books, Blue Ridge Summit, Pennsylvania, 1979.
5. Official Minutes of Meeting of City Council of the City of Washington, Illinois.

VERBAL BOUNDARY DESCRIPTION

The north and south boundary lines begin at the point at which the west approach roadway touches the land, extends east to include only the land on which the bridge stands, including abutments and wingwalls, and ends at the point where the east approach touches land. The east and west boundaries follow the line of the bridge structure and approaches encompassing their supports and parapets as well as the bituminous overlay roadbed and wingwall extensions. Candlewood Drive Bridge has a span of 22.5 feet, 180 degree arch span, four wingwalls 10 feet long at a 45 degree angle and 24 inches thick. The road is 12-1/2 feet wide. Wing walls rise 11-1/2 feet from the water line.

BOUNDARY JUSTIFICATION

Only the land which directly relates to the Candlewood Drive Bridge, including the stone abutments and wingwalls is in the nominated property.

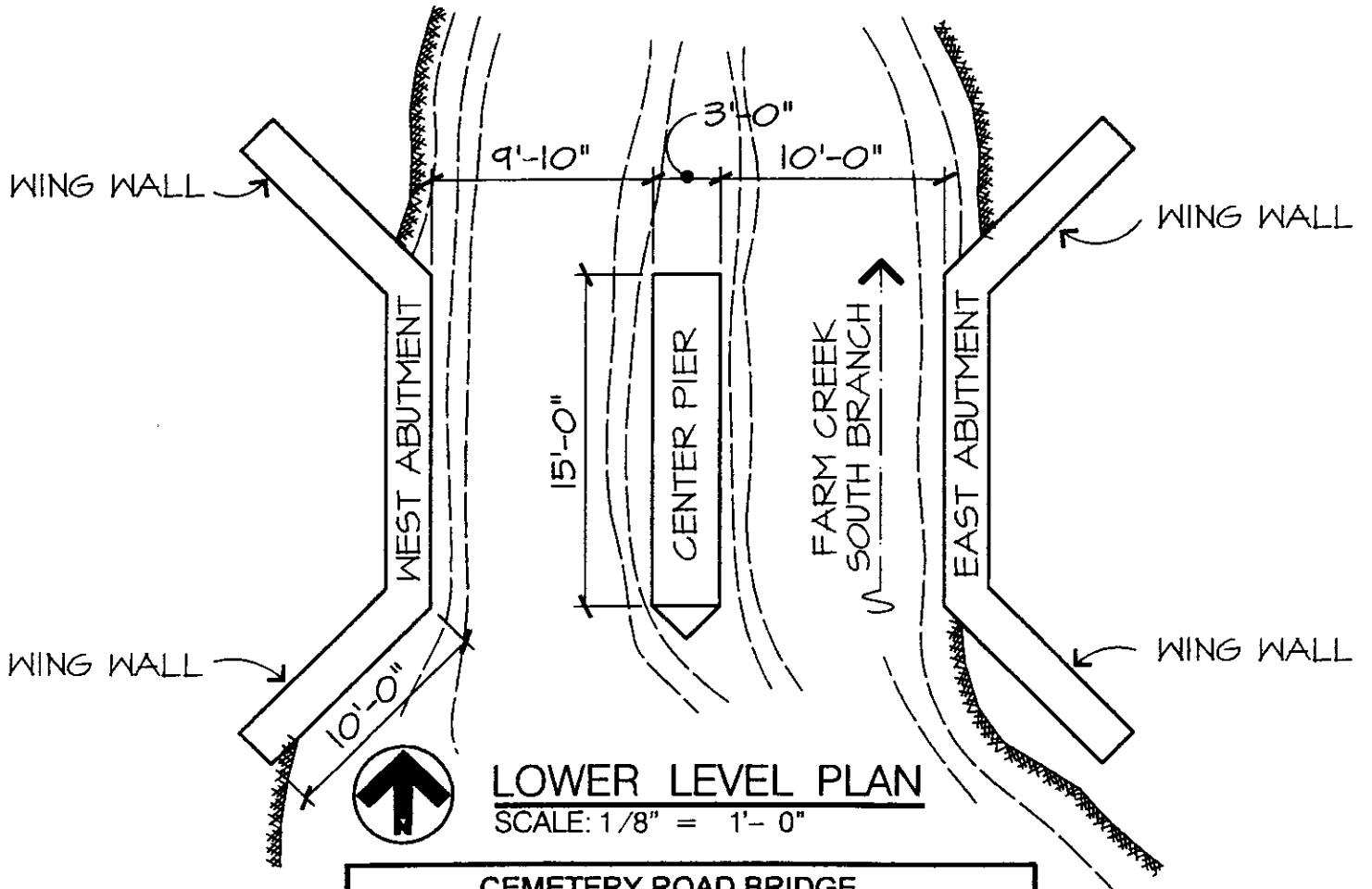
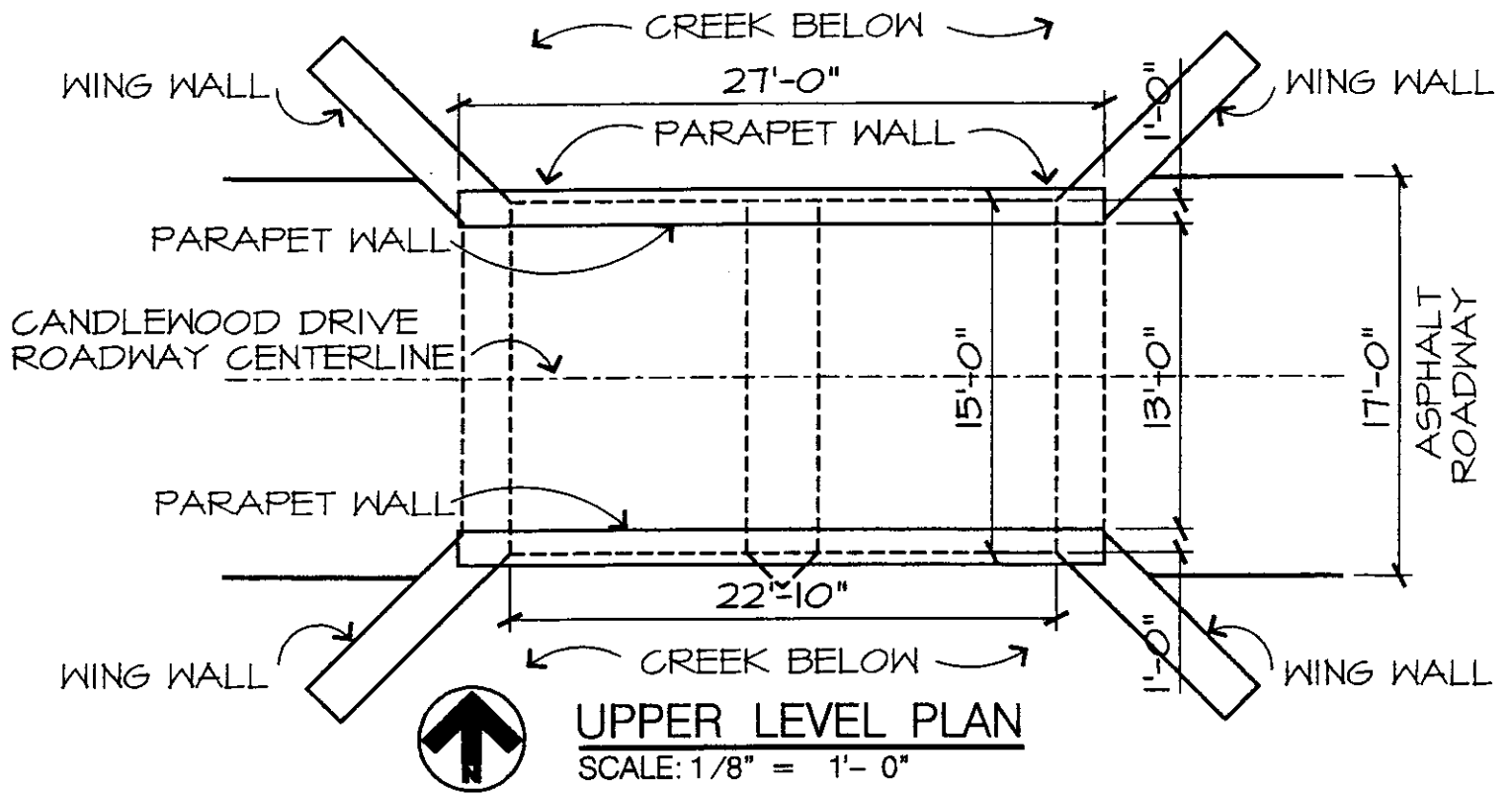


CEMETERY ROAD BRIDGE
 TAZEWELL COUNTY, ILLINOIS

KENYON
 & ASSOCIATES
 ARCHITECTS

735 N. Knoxville, Peoria, Illinois 61602-1063 309-674-7121 Fax 309-674-7146

SITE PLAN
 SKETCH MAP
 NOT TO SCALE

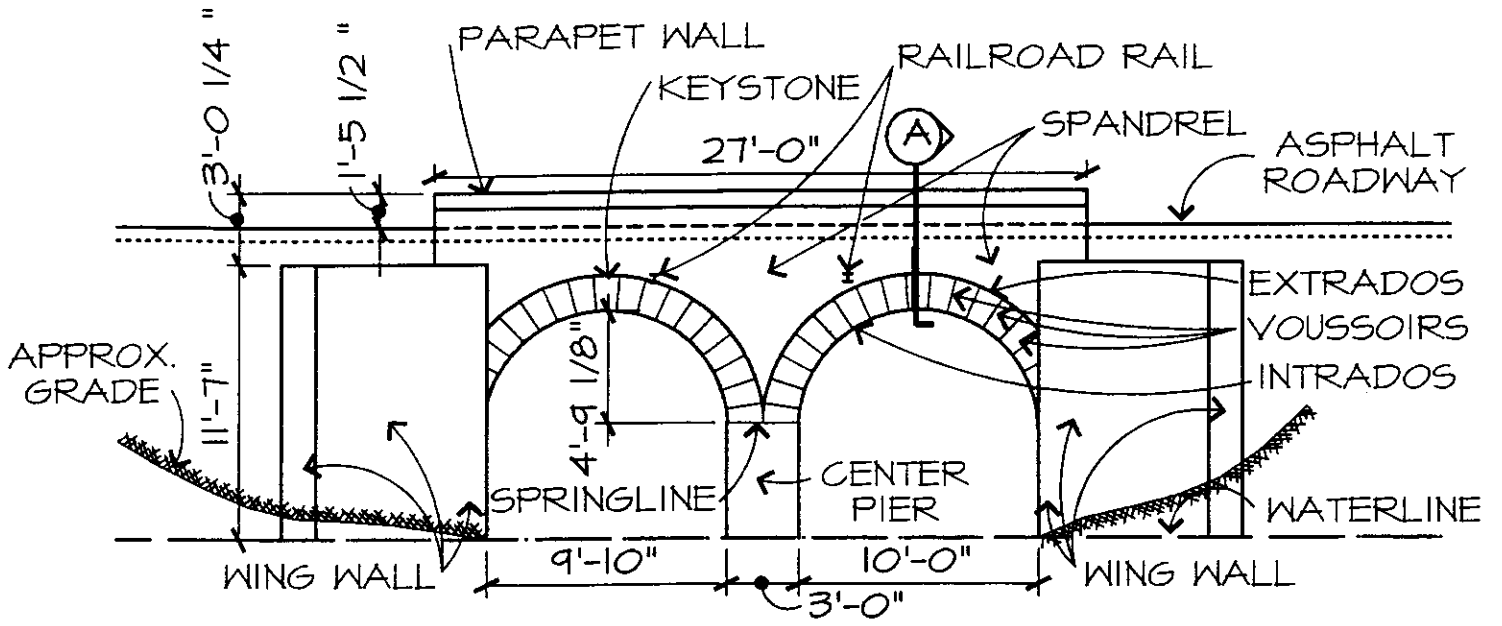


CEMETERY ROAD BRIDGE
TAZEWELL COUNTY, ILLINOIS



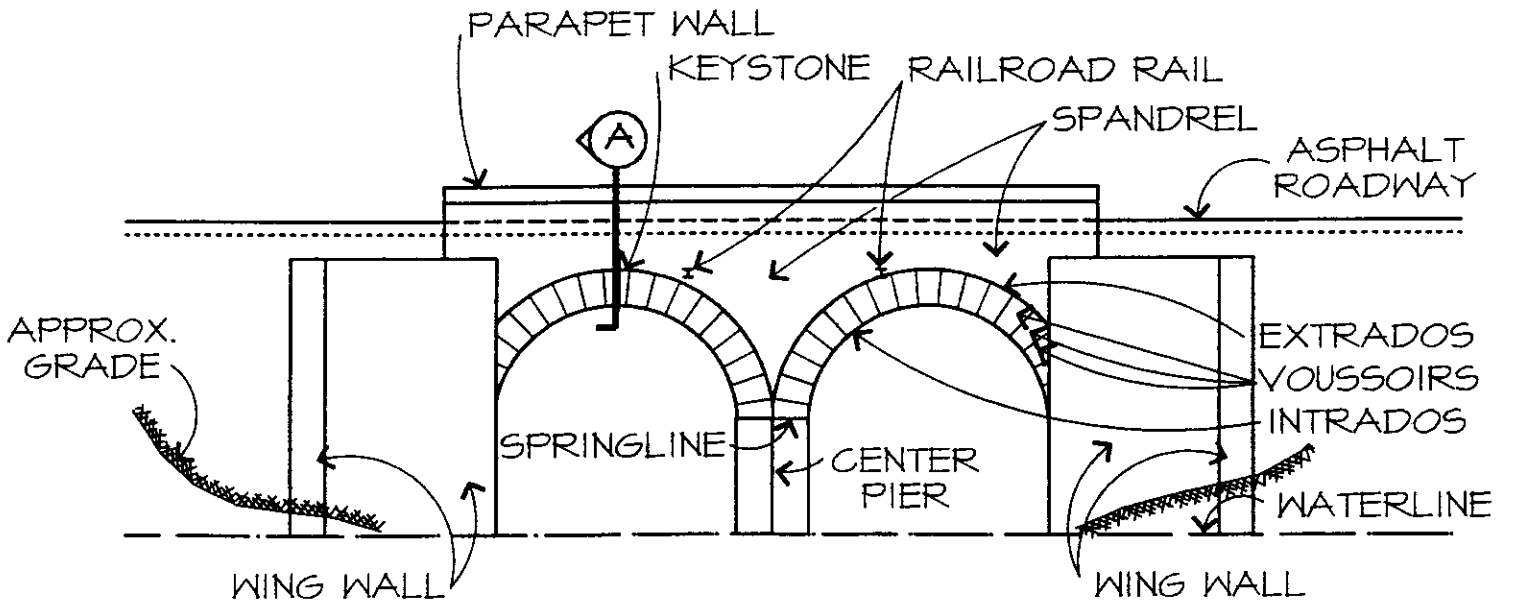
KENYON
& ASSOCIATES
ARCHITECTS

735 N. Knoxville, Peoria, Illinois 61602-1063 309-674-7121 Fax 309-674-7146



NORTH ELEVATION

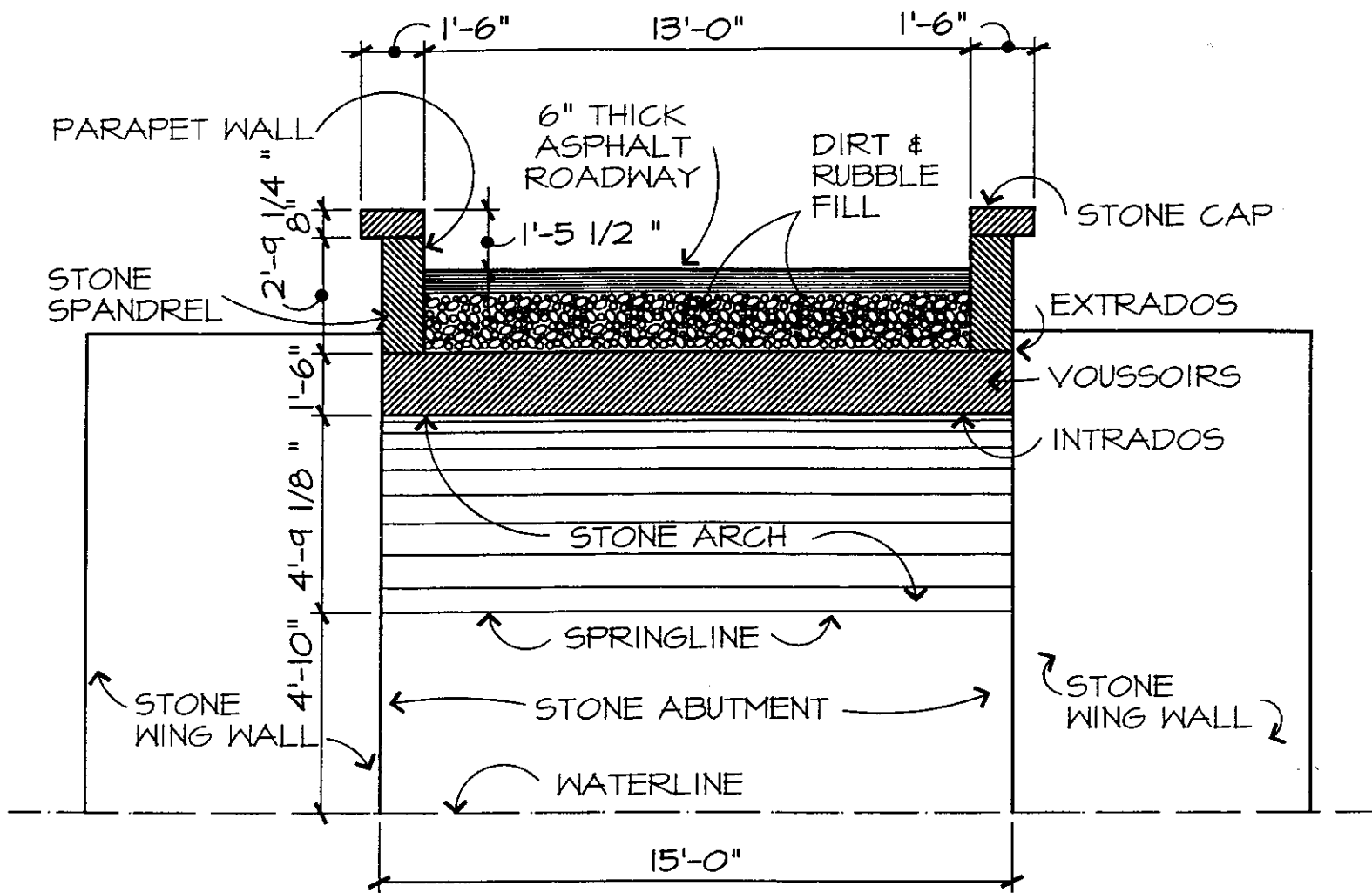
SCALE: 1/8" = 1'- 0"



SOUTH ELEVATION

SCALE: 1/8" = 1'- 0"

CEMETERY ROAD BRIDGE TAZEVELL COUNTY, ILLINOIS	
 KENYON & ASSOCIATES ARCHITECTS	
735 N. Knoxville, Peoria, Illinois 61602-1063 309-674-7121 Fax 309-674-7146	



SECTION "A" THRU TOP OF BRIDGE ARCH
 SCALE: 1/4" = 1'-0"

CEMETERY ROAD BRIDGE
 TAZEWELL COUNTY, ILLINOIS


KENYON
 & ASSOCIATES
 ARCHITECTS

735 N. Knoxville, Peoria, Illinois 61602-1063 309-674-7121 Fax 309-674-7146



United States Department of the Interior

NATIONAL PARK SERVICE

P.O. Box 37127

Washington, D. C. 20013-7127

IN REPLY REFER TO.

The Director of the National Park Service is pleased to announce actions on the following properties for the National Register of Historic Places.

For further information contact Edson Beall via voice

(202) 343-1572, fax (202) 343-1836, regular or E-mail: Edson_Beall@nps.gov

Visit our web site at <http://www.nps.gov/nr>

MAY 29 1998

WEEKLY LIST OF ACTIONS TAKEN ON PROPERTIES: 5/18/98 THROUGH 5/22/98

KEY: State, County, Property Name, Address/Boundary, City, Vicinity, Reference Number, NHL, Action, Date, Multiple Name

ALASKA, ANCHORAGE BOROUGH-CENSUS AREA, Loussac--Soon Building, 425 D St., Anchorage, 98000567, LISTED, 5/20/98
COLORADO, CUSTER COUNTY, Beckwith Ranch, 64159 CO 69, Westcliffe vicinity, 98000568, LISTED, 5/20/98
FLORIDA, BROWARD COUNTY, Link Trainer Building, 4050 SW 14th Ave., Ft. Lauderdale, 98000454, LISTED, 5/20/98
GEORGIA, THOMAS COUNTY, Poe, Martha, Doctrot House, 0.75 W of jct of Twelve Mile Post Rd. and GA 19, Metcalf vicinity, 98000569, LISTED, 5/20/98
ILLINOIS, CARROLL COUNTY, Franks, Charles, House, 34431 US 52, Lanark vicinity, 98000459, LISTED, 5/20/98
ILLINOIS, COOK COUNTY, Banta, Nathaniel Moore, House, 514 N. Vail Ave., Arlington Heights, 98000465, LISTED, 5/20/98
ILLINOIS, JASPER COUNTY, Embarras River Bridge, Wade Township Rd. 164 over Embarras R., Newton, 98000472, LISTED, 5/20/98
ILLINOIS, MCDONOUGH COUNTY, Western Illinois State Normal School Building, 1 University Cir., Macomb, 98000470, LISTED, 5/20/98
ILLINOIS, TAZEWELL COUNTY, Cemetery Road Bridge, Candlewood Dr. within Glendale Cemetery, Washington, 98000467, LISTED, 5/20/98
IOWA, DALLAS COUNTY, Mosher Building, 1017 Railroad, Perry, 98002192, REMOVED, 5/22/98
IOWA, DAVIS COUNTY, Tarrence Round Barn, Off IA 2, Bloomfield vicinity, 98001424, REMOVED, 5/22/98 (Iowa Round Barns: The Sixty Year Experiment TR)
IOWA, GUTHRIE COUNTY, Panora-Linden High School, Bounded by Main, Vine, Market, and 2nd Sts., Panora, 74000786, REMOVED, 5/22/98
IOWA, MARSHALL COUNTY, First Church of Christ, Scientist, 412 W. Main St., Marshalltown, 79000915, REMOVED, 5/22/98
IOWA, PLYMOUTH COUNTY, Thoren Hall, Westmar College campus, 10th St., SE, Le Mars, 78001248, REMOVED, 5/22/98
IOWA, TAMA COUNTY, Brooks and Moore Bank Building, 423 2nd St., Traer, 74000813, REMOVED, 5/22/98
IOWA, WOODBURY COUNTY, Franz, Margaretta, House, 215 Kansas St., Sioux City, 82002647, REMOVED, 5/22/98
IOWA, WOODBURY COUNTY, Knapp-Spencer Warehouse, 3rd and Nebraska Sts., Sioux City, 82002648, REMOVED, 5/22/98
IOWA, WOODBURY COUNTY, Lexington Block, 815 Fourth St., Sioux City, 86000706, REMOVED, 5/22/98
LOUISIANA, ST. MARTIN PARISH, Stephanie Plantation House, 1862 LA 347, Arnaudville, 98000570, LISTED, 5/20/98
LOUISIANA, TANGIPAHOA PARISH, Cate House, 111 N. Magnolia St., Hammond, 98000571, LISTED, 5/20/98
LOUISIANA, VERNON PARISH, Burr's Ferry Bridge, LA 8 at the TX state line, Burr Ferry vicinity, 98000563, LISTED, 5/18/98
MASSACHUSETTS, BARNSTABLE COUNTY, Paine Hollow Road South Historic District, Roughly along Paine Hollow Rd., and Raywid Way, Wellfleet, 98000540, LISTED, 5/20/98
MASSACHUSETTS, BARNSTABLE COUNTY, Sunders--Paine House, 260 Paine Hollow Rd., Wellfleet, 98000474, LISTED, 5/20/98
MASSACHUSETTS, BARNSTABLE COUNTY, Townsend House, 290 Paine Hollow Rd., Wellfleet, 98000542, LISTED, 5/20/98
MASSACHUSETTS, MIDDLESEX COUNTY, Lowell Cemetery, 984 Lawrence St., Lowell, 98000543, LISTED, 5/20/98
MASSACHUSETTS, MIDDLESEX COUNTY, Wannalancit Street Historic District, 14-71 Wannalancit St., and 390, 406 Pawtucket St., Lowell, 98000541, LISTED, 5/20/98
MONTANA, DEER LODGE COUNTY, Barich Block, 416-420 E. Park Ave., Anaconda, 93001058, ADDITIONAL DOCUMENTATION APPROVED, 5/20/98
MONTANA, DEER LODGE COUNTY, St. Mark's Episcopal Church, 501 Main St., Anaconda, 79001682, ADDITIONAL DOCUMENTATION APPROVED, 5/20/98
NEW MEXICO, BERNALILLO COUNTY, Enchanted Mesa Trading Post, 9612 Central Ave. SE., Albuquerque, 97001595, LISTED, 1/09/98 (Route 66 Through New Mexico MPS)
NEW MEXICO, BERNALILLO COUNTY, Hilltop Lodge, 5410 Central Ave. SW., Albuquerque, 97001597, LISTED, 1/09/98 (Route 66 Through New Mexico MPS)
NEW MEXICO, BERNALILLO COUNTY, Horn Oil Co. and Lodge, 1720 Central Ave., Albuquerque, 97001591, LISTED, 1/09/98 (Route 66 through New Mexico MPS)
NEW MEXICO, BERNALILLO COUNTY, La Puerta Lodge, 9710 Central Ave. SE., Albuquerque, 97001596, LISTED, 1/09/98 (Route 66 Through New Mexico MPS)
NEW MEXICO, SANDOVAL COUNTY, Santo Domingo Indian Trading Post, Rt. 66 crossing of AT&SF RR tracks at Domingo, Domingo, 97001592, LISTED, 1/09/98 (Route 66 Through New Mexico MPS)
NEW YORK, ALBANY COUNTY, District School No. 1, NY 144, Bethlehem, 98000553, LISTED, 5/20/98
NEW YORK, ERIE COUNTY, Spaulding--Sidway Boathouse, 2296 W. Oakfield Rd., Grand Island, 98000552, LISTED, 5/20/98
NEW YORK, CNEIDA COUNTY, Vernon Methodist Church, Jct. of NY 5 and Sconondoa St., Vernon, 98000547, LISTED, 5/20/98
NEW YORK, CRANGE COUNTY, Randel, Culver House and Mill, 65 Randall St., Florida, 98000554, LISTED, 5/20/98
NEW YORK, SCHUYLER COUNTY, Lee School, NY 14, Montour, 98000572, LISTED, 5/20/98